Ninth Biennial Convention

Buffalo.

The great city of Buffalo combines an unsurpassed beauty of surroundings with a vast commercial activity. It constitutes the gateway between the great inland seas of North America and the Atlantic Ocean.

The magnificence of the wild and world-famed Niagara and the other points of rare scenic interest with which the "Electric City" is identified attracts from every nation on earth visitors who, returning to their homes year after year, sound Buffalo's praises, thereby constantly contributing to the growth of its already well developed international importance.

To the south of Buffalo nature has built from her mountain barriers a gentle sloping plain lapped with the waters of Lake Erie and made it a fertile garden spot. To the eastward extends the wonderful Mohawk Valley—the natural highway from the massive mountain guardians on the coast, and along this valley came the pioneers. Buffalo's history is written on countless pages, from the scanty records of the pioneers and their struggles in a wild country beset with savage beasts and more merciless natives, to the latest development of commercial science—the conversion of the erstwhile wasted energy of a resistless force to the service of man.

Buffalo stands prominent amongst the great railroad centers of the United States and Canada. It is reached by almost all the important railway systems on the continent. It is estimated that for more than half the inhabitants of America it is a ride of less than 500 miles. From any point on the great lakes the journey can be made most enjoyable by embarking on any of the splendidly appointed passenger steamers which ply between their ports and Buffalo. In this way the travelers may go by water without change from Duluth, Chicago, Detroit or Cleveland.

Buffalo is well equipped with good hotels, many of which can be easily reached from the railroad stations and steamer wharfs. The street railway system of Buffalo will be found complete and amply prepared to meet all emergencies in the way of increased passenger traffic.

HOTEL BROEZEL

Corner Seneca and Wells Streets, Headquarters for Ninth Biennial Convention

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Main street is the principal artery of travel, and on either side, from the water front to a point three miles inland, it is built up with substantial business structures, including many of the finest and largest buildings in the city, the banks, Ellicott Square, the great department stores, the Iroquois, with a glimpse across Lafayette Square, of the Library, the Teck Theater, apartment houses, and further out to the city line, five miles from the docks, many beautiful private residences and public institutions. Several of the buildings to be seen while traveling this street are pictured herewith. In its entire length the street is paved with asphalt, and for about half the distance is shaded with handsome trees. Within a stone's throw from it are several spots visitors are eager to see, notably the Milburn House, where the late beloved President McKinley breathed his last, and the Wilcox House, in which President Roosevelt took the oath of office. Facing this street at one of its upper reaches is Forest Lawn, Buffalo's city of the dead, in which are many costly and beautiful mausoleums.

A most agreeable feature of Buffalo is its equable temperature. The records of the United States Weather Bureau show it to be one of the most favored cities in the country in that it seldom experiences extremes of weather, which is accounted for by its proximity to Lake Erie, water being an equalizer of temperature.

A street car line which traverses a beautiful residence section of the city runs through Elmwood avenue. These cars run in Main street to Virginia, where they turn to the west, crossing Delaware avenue, the show street of Buffalo, and along Elmwood avenue past scores of intersecting streets in which are the homes of many wealthy citizens. Near the end of this line is the great hospital for the insane maintained by the State, and the ruins of the Pan-American Exposition. On Niagara street, another main line of travel, is the armory of the Seventy-fourth Regiment, one of the largest and finest military buildings in the United States. In front of this armory is Prospect Park, and towards the lake, the Front, a part of the city's extensive park system. From the Front one can see many miles out on the lake and watch the incoming and outgoing steamers, and can also see the headwaters of the magnificent Niagara River.

Delaware Park is the largest of the city's outing spots, and is located on the northern boundary. It may be reached by several car lines running on Main street. In it is maintained a Zoo with a considerable collection of animals, to visit which no admission fee is charged. A line of avenues and boulevards connects most of the parks maintained by the city, from the Front to Delaware Park, to Humboldt Park and the Parade and to South Park, wherein is located a large botanical garden, a crystal palace of glass and white steel. On the east side, a short distance from Main street at High, the State is building an armory for the Sixty-fifth Regiment, National Guard, even still larger than that of the Seventy-fourth Regiment.

Buffalo has a large stock yards in which each year many thousand heads of cattle, sheep and hogs are handled. It contains also what is estimated to be one of the largest horse markets in the world. To these stables are shipped thousands of horses bought throughout the West, and here come buyers from England, France and other European countries to purchase for army and commercial purposes. The animals are sold at auction.

Buffalo's water front is one of the keys to her prosperity. From Buffalo the Erie Canal extends due east until it joins the Hudson River, affording a water route from the western end of the Great Lakes to the seaboard. At the last election the people of the Empire State approved of the expenditure of $100,000,000 for the improvement of this inland waterway, and when the great work is completed the facilities for water shipments to the seaboard will be greatly increased. Grain receipts in Buffalo last year were 141,000,000 bushels; lumber receipts were 180,000,000 feet, and 212,000,000 packages of shingles; ore receipts were 1,500,000 tons; flour receipts were 11,500,000 barrels; and coal receipts were 10,000,000 tons, a third of which was transhipped.

On the Elk Street and South Park cars one can travel through a manufacturing district in the south side of the city, past the homes of her great army of workingmen to Limestone Hill, where the Hamburg Railway Company will carry you to the great Lackawanna Steel Plant or to Hamburg, one of the city's beautiful suburbs. The Lackawanna Steel Plant is the greatest manufacturing industry of Buffalo, and one of the largest and most complete individual steel plants in the world. The capital of this company is $60,000,000, the greater part of which is invested in great mills, blast furnaces and

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their equipment. This plant fronts on the lake and has its own breakwall and harbor, together with a canal deep enough for the great carriers which dump their ore at the mouths of its furnaces.

It is estimated that the streets of Buffalo will represent 105 miles of stone pavement, five miles of macadam and 335 miles of asphalt. Buffalo's population exceeds 400,000 and is rapidly increasing every year. It has 70 public schools and 11 libraries. Buffalo Library has 200,000 volumes and 18,000 pamphlets; Grosvenor, a reference library, 65,000 volumes and 4,000 pamphlets. The city has 13 police stations and 30 fire engine companies.

No visitor would think of going away from the city without having seen Niagara Falls, only 20 miles away. The grandeur of this mighty rush of waters and the cavernous depths of the lower river is almost beyond the power of description. There is but one way to appreciate the grandeur of Niagara, and that is to see it.

From Lafayette Square in Buffalo the yellow cars leave every fifteen minutes for the Falls, and the round trip fare is 50 cents. They are run in trains of two or more cars and are, as a rule, comfortable and clean. Passengers are landed at the entrance to Prospect Park and within a minute's walk of the brink of the mighty cataract. The environs of the Falls are owned by the State and no admission fees are charged. You are free to go where you please and are protected at all times within the State's preserve. A view of the Falls and the upper rapids can easily be obtained on foot, but to see the lower rapids the distances and surroundings are such that it is again necessary to take the electric cars. Starting from the entrance to Prospect Park the cars immediately cross the river below the Falls on a steel arch bridge which replaces the former suspension bridge.

Midway on this bridge you roll into the domain of His Majesty, King Edward, where you will be pleased to find that, as on the American side, the immediate vicinity of the Falls and river has been taken out of the hands of private individuals and is owned by the Government. The cars run through this preserve, which is called Victoria Park, and around a loop, from which they start down the river on the Canadian side. The tracks skirt the high banks, and as the cars roll along one gets an unexcelled panorama of the Falls, the lower rapids and the Whirlpool. At Queenston Heights the car turns inland for a short distance and swings down a gentle grade to a suspension bridge where a return is made to American soil. Now the course is up the river by way of the Great Gorge Route, and the cars run for some distance almost on a level with the rapids, presenting them in a different aspect, and finally climb an easy ascent to the starting point. A trip on this belt line around the rapids will prove most interesting and instructive. A point of interest well worth observation is the engineering feat whereby the roadway was carved out of the granite hills. The cost of this tour is $1.00.

Another very pleasant trip out of Buffalo is to Olcott Beach, which gives the tourist a glimpse of Lake Ontario. There is a half-hour service on the yellow cars on this route, and they leave from Lafayette Square, the terminus of nearly all the suburban lines. Olcott Beach cars run out Main street to the Erie Railroad, where they diverge into the country. On both this and the Niagara Falls line the cars attain to a great speed, and with perfect safety, for the roadbed is as carefully ballasted and as well maintained as on the best of the steam roads. There is a large and well served hotel at Olcott, set at the edge of the lake and surrounded with stately pines. During the season there is a continuous vaudeville performance in a rustic, open air theater, and other means of recreation, such as boating, bathing and fishing. The round trip rate from Buffalo to Olcott Beach is 75 cents.

Both the Niagara Falls and Olcott cars pass through the Tonawandas, and the latter have Lockport on their route. Other suburban towns are as easily reached.

Buffalo derives the title of "Electric City" because the power which propels all her street cars, lights her streets and buildings, and turns the wheels in hundreds of her factories is generated at Niagara Falls, and visitors are welcome in the mighty power house where 100,000 horsepower is developed. It is transmitted to Buffalo by cables and distributed at a third of the cost of steam-developed power. The plant is a marvel and contains the largest turbine water wheels and electric generators in the world. A man in that plant might turn a lever and paralyze the business of a hundred factories, stop every street car moving in four cities, or at night plunge them into darkness. It's all too vast to describe—just murmur: "Put me off at Buffalo."

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The Brotherhood.

The following statistical information relative to the growth of the Brotherhood, and the insurance benefits paid for deaths and disabilities since the year 1881 will be of interest:

Fiscal Year.	Number of Members.	Grand Dues Collected.	Insurance Paid.	Donated to Members Whose Claims were not Within the Law.	Convention Held.
1881	3,160	$3,316 25	$12,104		
1882	5,125	7,452 75	23,937		
1883	7,888	10,015 00	55,000	$4,000	10th Annual.
1884	12,246	14,753 00	77,035	12,000	11th Annual.
1885	14,694	16,410 50	149,960	10,300	12th Annual.
1886	16,196	17,904 50	227,900	22,329	13th Annual.
1887	17,047	* 6,566 00	225,166		
1888	18,278	30,679 00	217,500	25,700	1st Biennial.
1889	17,987	31,857 00	280,150		
1890	18,657	29,980 50	247,500	46,500	2d Biennial.
1891	22,460	36,587 50	359,000		
1892	25,967	53,319 50	399,250	28,750	3d Biennial.
1893	28,681	60,080 00	476,750		
1894	26,508	61,510 00	435,467	14,500	4th Biennial.
1895	21,498	46,710 00	333,816		
1896	22,461	45,620 00	319,584	32,100	5th Biennial.
1897	24,251	49,148 00	313,924		
1898	27,039	53,424 00	338,000	28,400	6th Biennial.
1899	30,748	60,718 00	424,900		
1900	36,084	71,392 00	465,672	52,550	7th Biennial.
1901	39,072	80,166 00	553,150		
1902	43,376	88,178 00	579,350	63,250	8th Biennial.
1903	48,568	99,528 00	616,600		
1904	54,434	113,192 00	808,450		9th Biennial.

Total paid to disabled members and beneficiaries of deceased members during past 24 years, $7,941,065.

*The Grand Trustees in their report to the First Biennial Convention say: "The action of the Thirteenth Annual Convention in fixing the close of the fiscal year at July 31st, instead of August 31st, as heretofore, explains why the report covers a period of eleven months only. This action cuts out from this year's business the Grand Dues which are received during the month of August. Only $6,566 have been received on this account to July 31st, thus cutting down this year's receipts and the balance on hand August 1st very materially.

"During the year ending August 31, 1886, we received in Grand Dues, $17,904.50, while if we had the benefit of a full year the receipts for this account this year would amount to about $22,000 instead of only $6,566, as stated."

The prediction was made at the Eighth Biennial Convention, held at Chattanooga, Tenn., in 1902, that if the membership would all work together, the coming convention to be held in the City of Buffalo, N. Y., would open with a membership of 50,000. That prediction has been more than realized. The membership of the Brotherhood on July 1, 1903, was 48,568, and on July 1, 1904, it was 54,434, a net increase in membership for the fiscal year ending June 30, 1904, of 5,866. New lodges organized during the six months ending June 30, 1904, have been as follows:

Name of Lodge.	Lodge No.	Location.		Charter Members.	Date of Organization.
		Town or City.	State or Province.		
Brownville	650	Brownville	Pennsylvania	21	Feb. 7, 1904
M. S. Blair	651	St. Marys	Pennsylvania	27	Feb. 21, 1904
Shenandoah Valley	645	Shenandoah	Virginia	28	Feb. 26, 1904
Vancouver	656	Vancouver	British Col.	24	Mar. 1, 1904
Camelia	653	Lafayette	Louisiana	35	Mar. 12, 1904
Rescue	655	Meridian	Mississippi	16	Mar. 16, 1904
Wichita	652	Wichita Falls	Texas	20	Mar. 18, 1904
Cedar Point	654	Sandusky	Ohio	19	Mar. 20, 1904
Douglas Park	136	Chicago	Illinois	30	Apr. 17, 1904
College City	477	Galesburg	Illinois	118	May 1, 1904
Beardstown	650	Beardstown	Illinois	12	May 6, 1904
Fox River	660	Aurora	Illinois	27	May 15, 1904
Red Stack	658	Clarion	Iowa	24	May 18, 1904
Enderlin	657	Enderlin	No. Dakota	17	May 20, 1904
Valley View	662	Victoria	Texas	17	June 25, 1904

Total number of lodges organized during the six months, 15.

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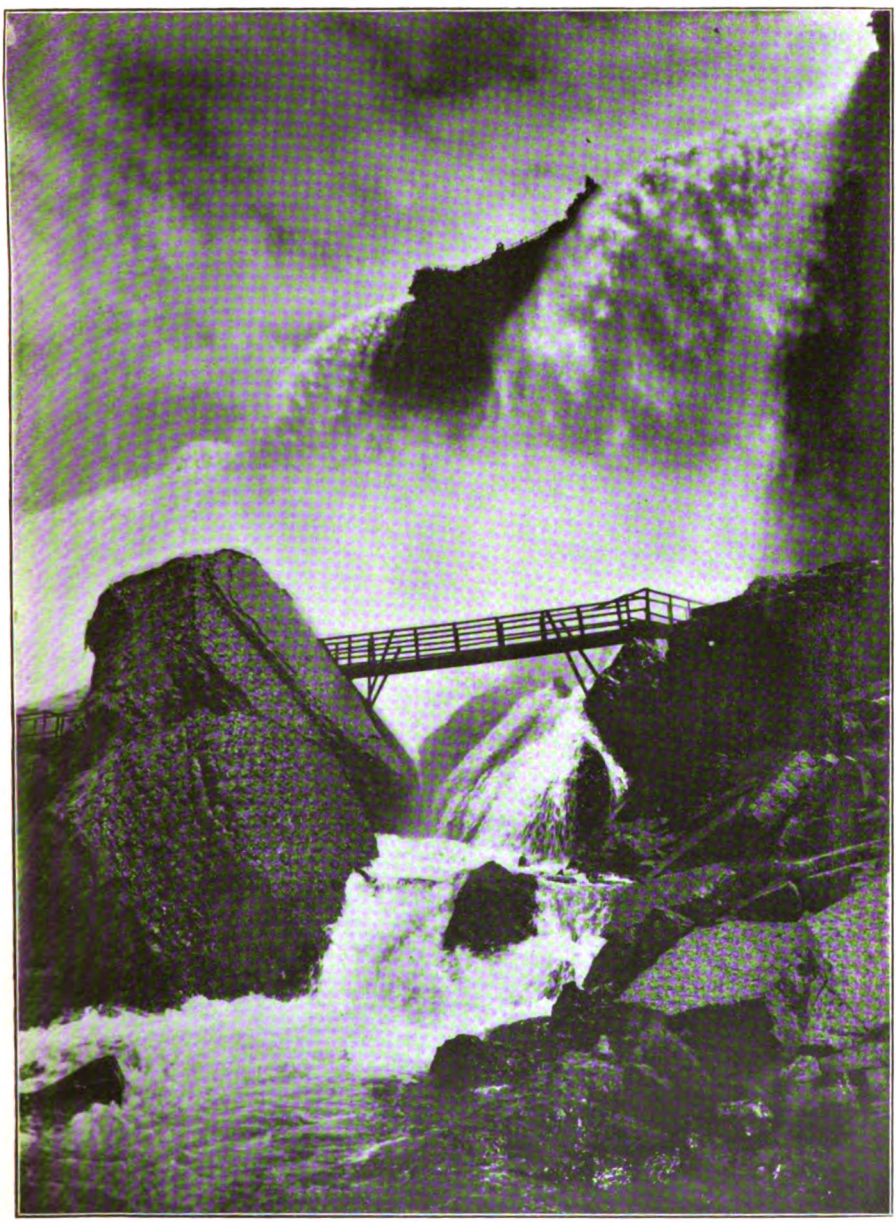

AMERICAN FALLS AND BRIDGE TO CAVE OF THE WINDS

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PROSPECT POINT AMERICAN FALLS

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BEST GENERAL VIEW OF NIAGARA FALLS

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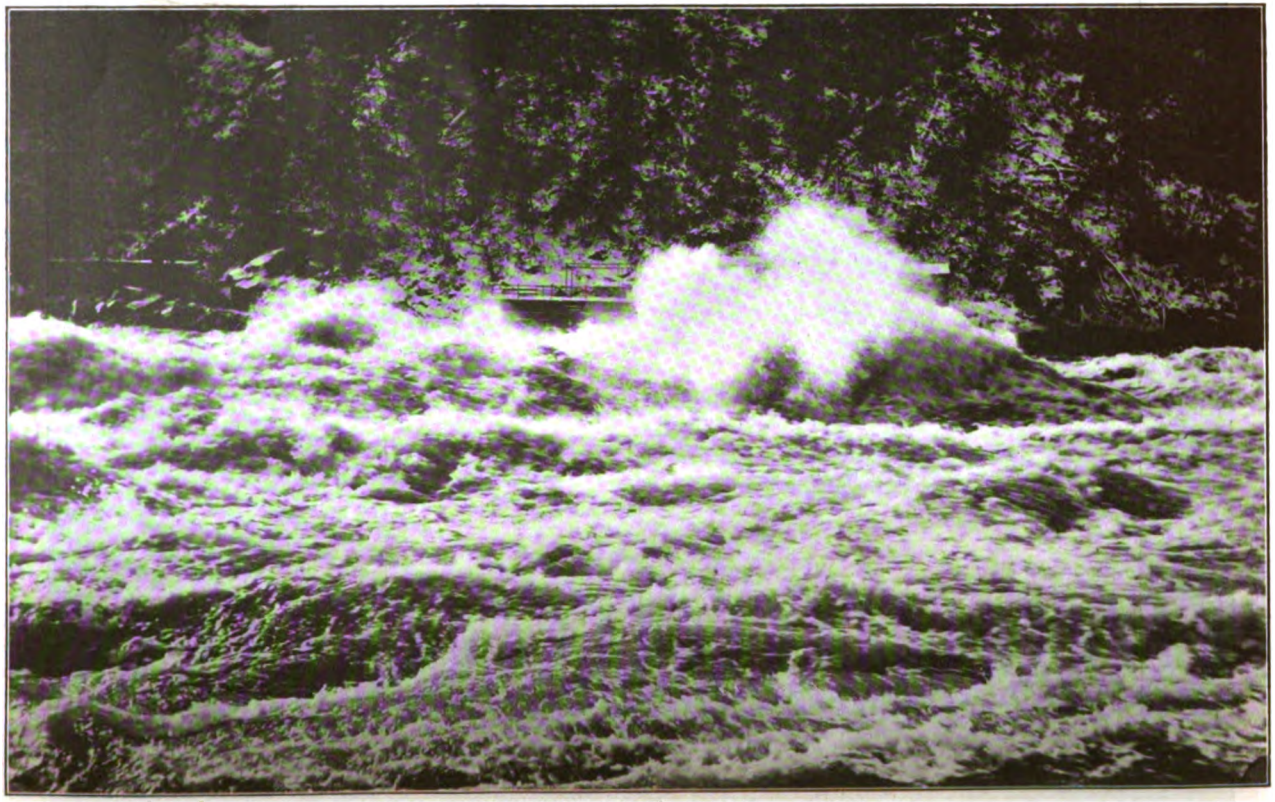

THE DASHING WATERS OF THE WHIRLPOOL RAPIDS

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VIEW OF THE UPPER RAPIDS AND GOAT ISLAND

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ALBRIGHT ART GALLERY DELAWARE PARK

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MUSIC PAVILION AND BOAT LANDING, DELAWARE PARK

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IN DELAWARE PARK, PARK LAKE BRIDGE

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A VISTA IN DELAWARE PARK THE BUILDING OF BUFFALO HISTORICAL SOCIETY

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THE RESERVOIR

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GATES CIRCLE

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A RESIDENCE STREET IN BUFFALO

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NORTH STREET RESIDENCES OF SOME BUFFALO MILLIONAIRES

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ICE SCENERY IN WINTER

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THE WILCOX MANSION, DELAWARE AVENUE, WHERE PRESIDENT ROOSEVELT TOOK OATH OF OFFICE
SWORN IN BY JOHN R. HAZEL

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LAFAYETTE SQUARE, TERMINUS OF TROLLEYS TO NIAGARA FALLS, LOCKPORT, OLCOTT BEACH, LANCASTER AND DEPEW

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CITY HALL

THE BUFFALO SAVINGS BANK AND GENESEE HOTEL

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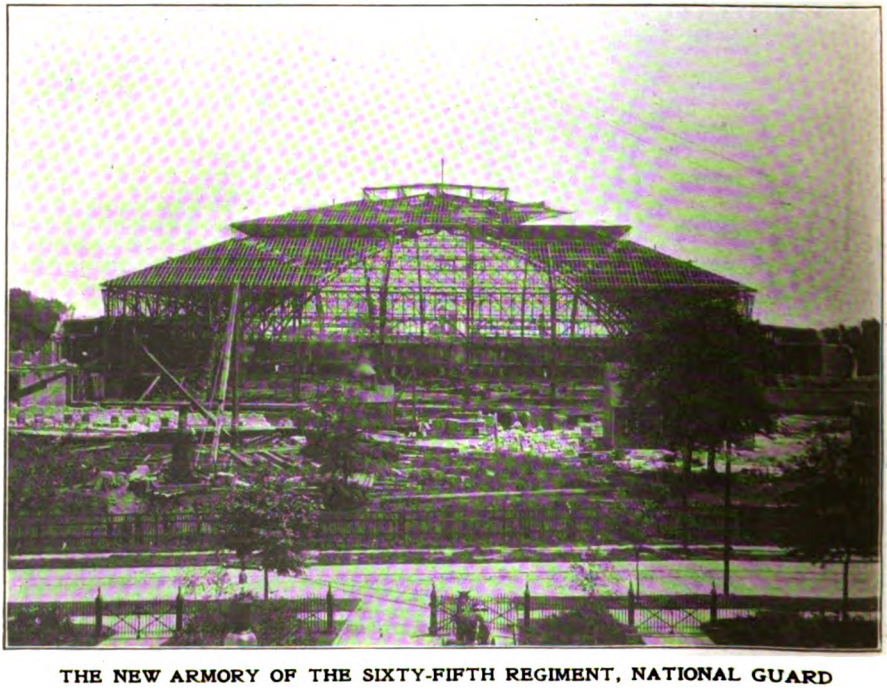
THE SEVENTY-FOURTH REGIMENT ARMORY



THE NEW ARMORY OF THE SIXTY-FIFTH REGIMENT, NATIONAL GUARD

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VIEW ON NORTH MAIN STREET

SHELTON SQUARE, A CENTRAL TRANSFER POINT BETWEEN CAR LINES

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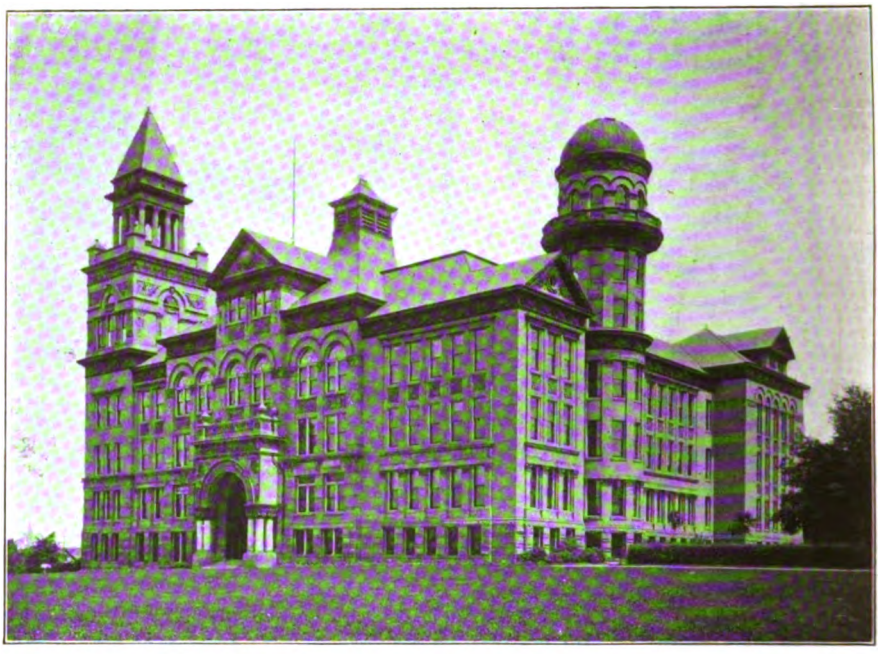

MASTEN PARK HIGH SCHOOL

LAFAYETTE HIGH SCHOOL

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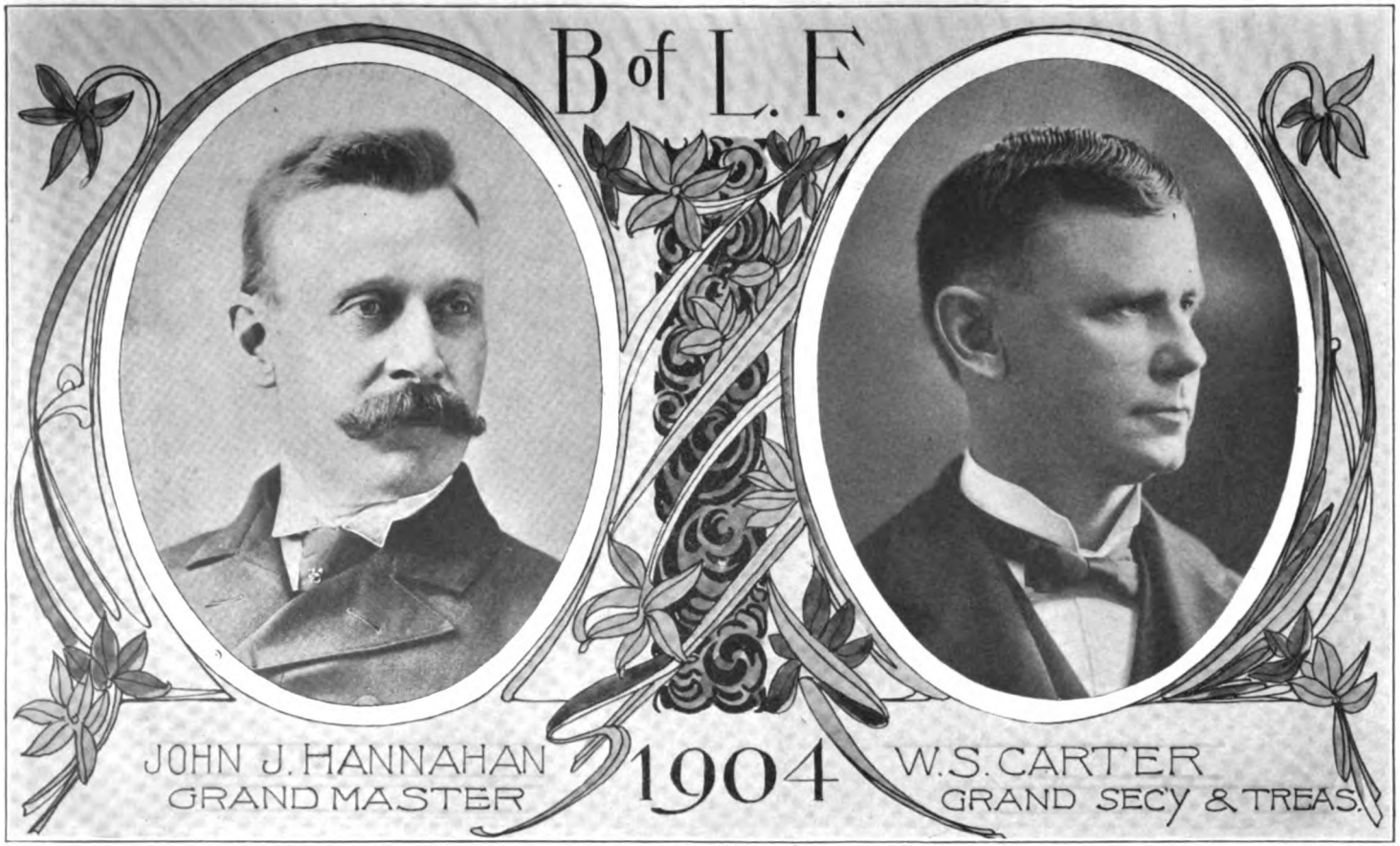

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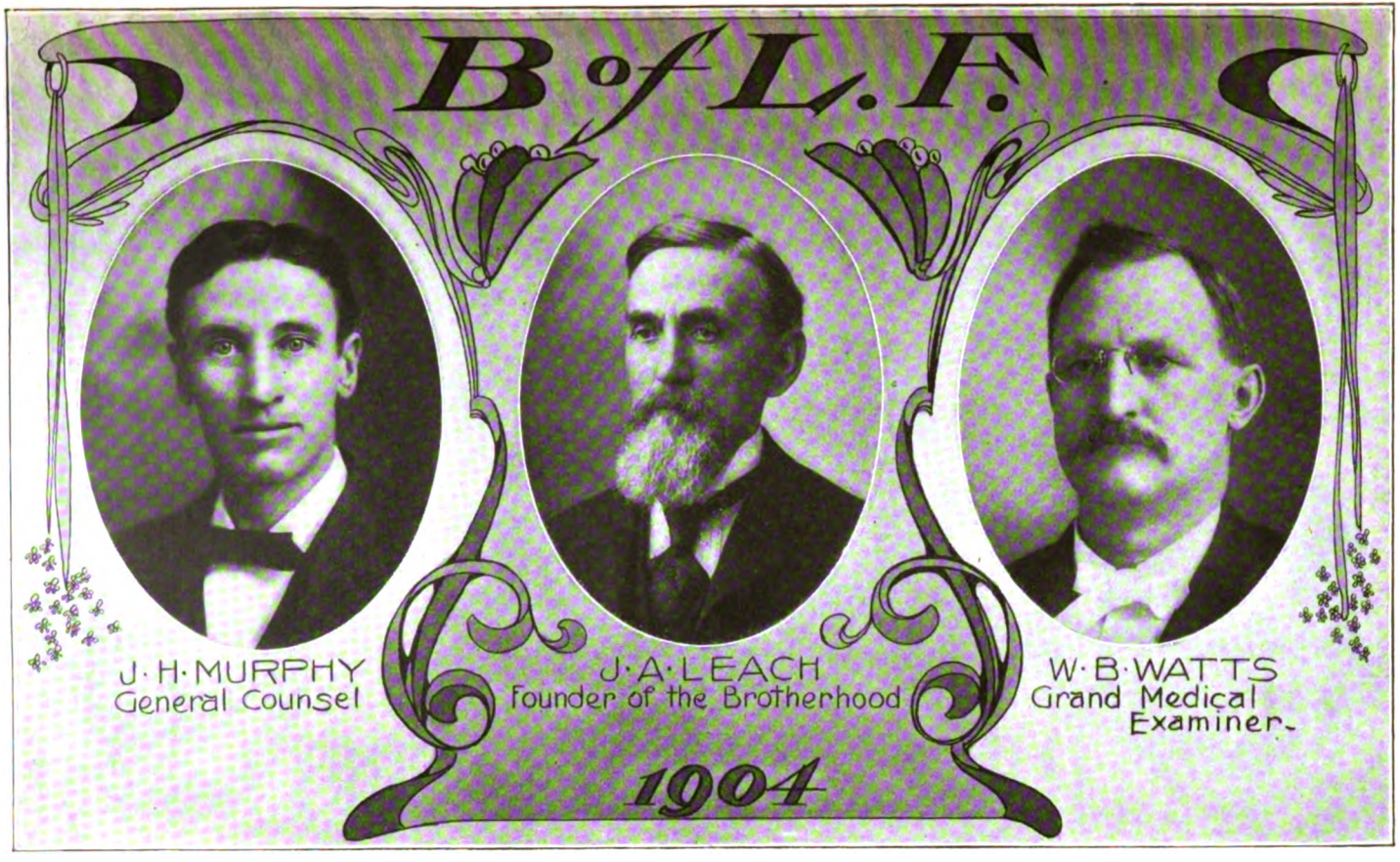

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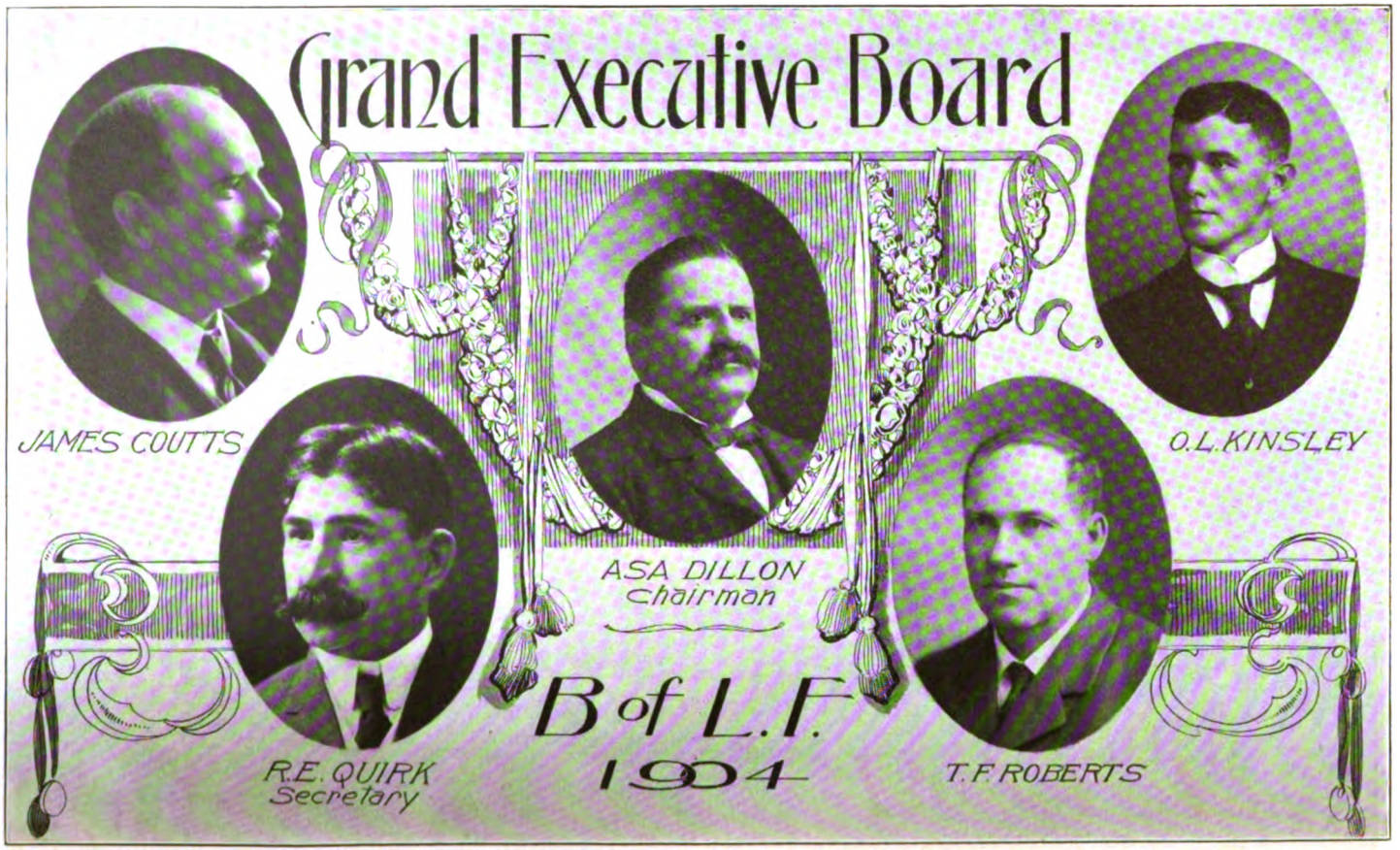

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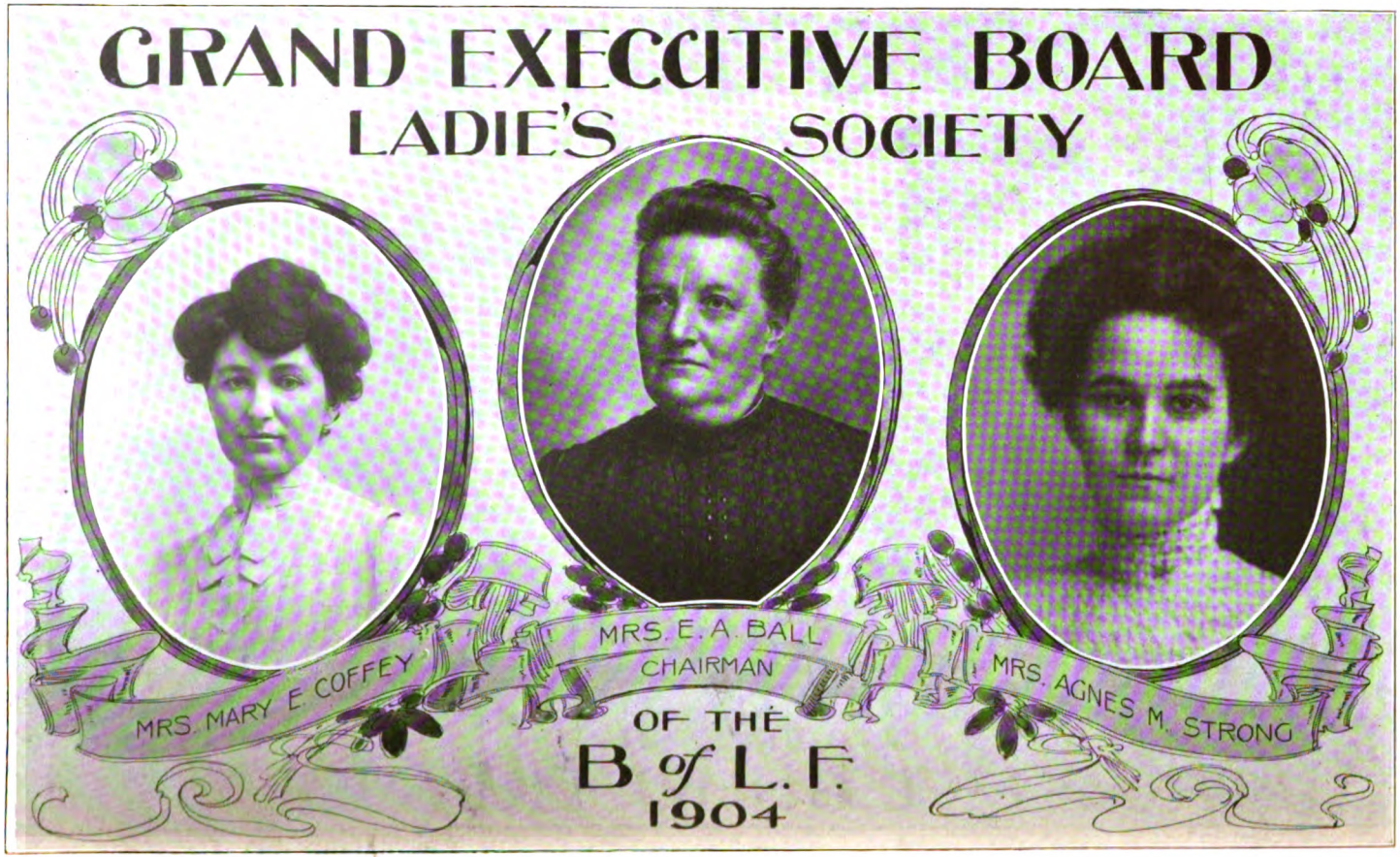

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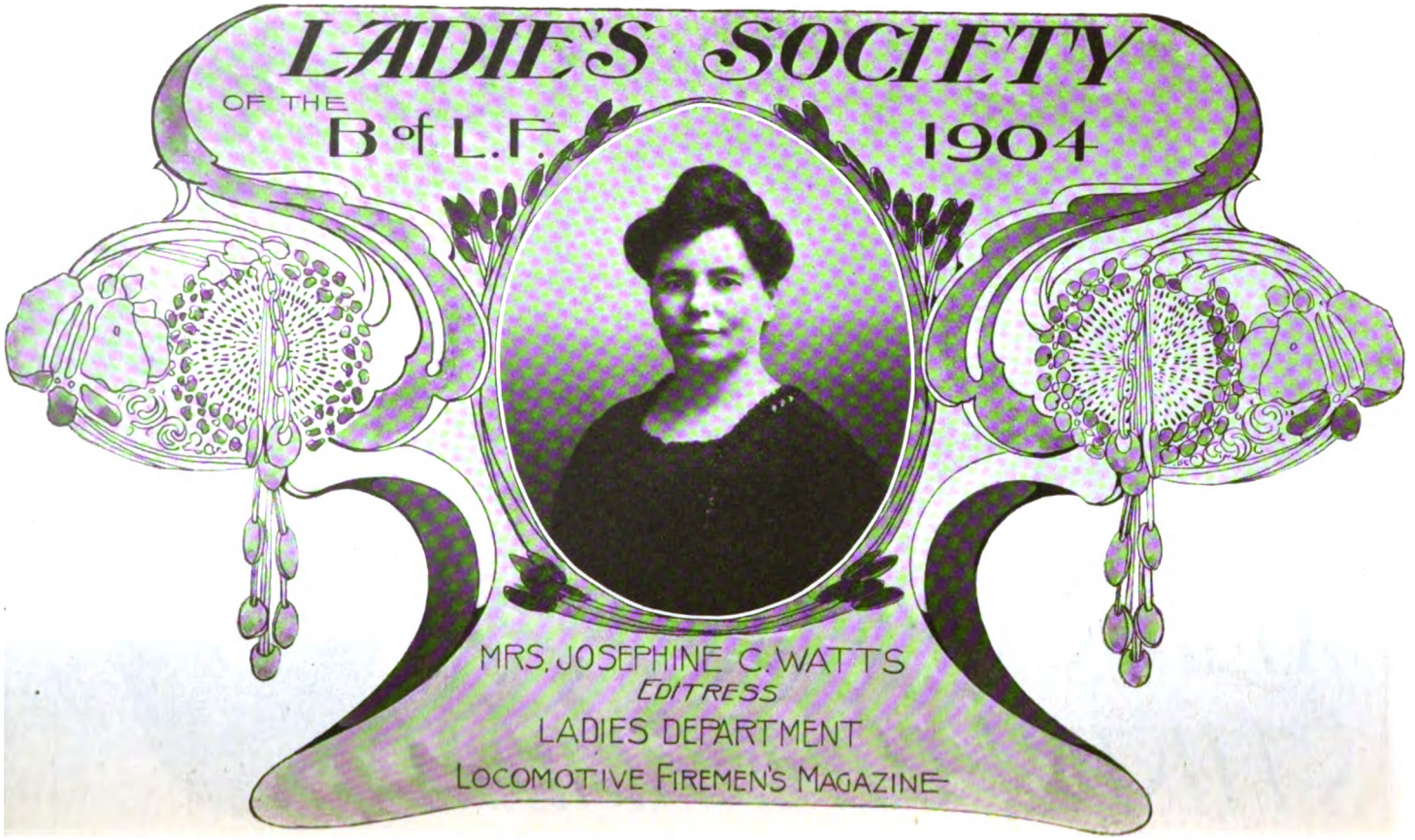

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